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ment is. The best laid plans have sometimes gone wrong and the impossible have succeeded. It would be easy to pick out any number of the League's propositions and make some display of erudition gratifying to the author. There is nothing esoteric about the program. The proposals are for the most part clearly put and the language employed is far more precise and definite than one usually finds in city charters. The document is stripped of verbiage and compact in form. Some of the sections, such as those on the initiative and referendum might have been reduced, and more faith put in ordinances, but the good and wise will differ on this point. As a whole, the League's program will undoubtedly prove to be a new milestone in the history of American city government, recording many genuine achievements and telling of better things to come.

CHARLES A. BEARD.

English Public Health Administration. By B. G. BANNINGTON,
(London: P. S. King & Son. 1915. Pp. 338.)

The complicated system of public health regulations in vogue in England and the practical difficulties encountered by its administrators are well known to all students of hygiene who will welcome this volume of Bannington's as likely to throw some much needed light on the subject. As pointed out by the author, English sanitary law is largely a system of special acts designed to cover particular circumstances, beginning with the year 1774 when parliament passed an act to secure the health of prisoners. This was followed by acts regulating the health and morals of apprentices and mill operatives in 1802, "the first of a long series of factory acts." Under the influence of Chadwick and as a result of the public knowledge of the unsanitary conditions existing in England a general board of health was established in 1848. This board which seemed likely to systematize sanitary legislation survived only ten years, and in consequence special act has been added to special act until the duties and powers of sanitary officials are almost impossible to define. The great merit of English sanitarians lies in their ability to carry out sanitary reforms on the basis of this complicated legislation and the author gives us an excellent insight into the difficulties which beset the sanitarian and the way he avoids them. After an historical chapter of some 11 pages, 26 chapters are devoted to particular topics such as sources of powers, local legislative procedure, administrative organisation, etc. The duties of the medical officer of

health are well explained in Chapter VIII and those of the inspector of nuisances in Chapter IX and the friction encountered when two administrative officials with approximately equal powers occupy the same territory. Chapter XII dealing with the right of entry and Chapter XIX treating of sanitary authorities and the courts are especially valuable to the American student of public health. The great need of sweeping reforms in English sanitary law and administration is well recognized by the author, while the prediction is made by Graham Wallis of London University, who writes the introduction, that this reform is likely to date from August, 1914, which month, he says, marks the passing of an old epoch in Great Britain and the beginning of a new.

This publication of Bannington's, we feel sure, will prove of great assistance to all those desiring to understand English public health administration.

W. W. FORD.

Transportation Rates and their Regulation. By H. G. BROWN.
(New York: The Macmillan Company, 1916. Pp. 347.)

In the volume before us Professor Brown furnishes an interesting and extended study of a very large and difficult subject within the compass of some three hundred pages. The elements constituting the costs of transportation are discussed in detail and classified with especial reference to the effect of each on the question of rates. The study is one concerned with the determination of rates for American railroads, and the discussion of the elements involved and of the methods of solving this large and intricate problem is principally economic, although it is supplemented with legal theories and illustrated with actual cases.

The evils of discrimination in rates are restated and their unfair and undesirable consequences are set forth at length. Monopolies and protective tariffs are considered in this connection and comparisons are made which will hardly be acceptable to advocates of the doctrine of protection. For this reason and to this extent the illustrations and comparisons are unfortunate, as they challenge the reader's opinion on the debatable issues of the tariff and thus inject difficult political problems into the discussion of rates, which in itself is sufficiently involved and offers quite enough problems of its own.

The fundamental elements which constitute the costs of transporta-